

Torrance Herald

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THE HERALD'S PLATFORM FOR TORRANCE

- 1—Ornamental Lighting System. 2—Interchange of Freight Between P. E. and Santa Fe. 3—Western Avenue Bus Line. 4—Hollywood-Palos Verdes Parkway. 5—New School North of Carson St. 6—Aviation Field. 7—Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance. 8—Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance. 9—The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

VALUE OF NEWSPAPERS RECOGNIZED

A. ANDERSON, secretary of the Pacific Coast Building-Loan Association, in an address at the Pacific states savings and loan conference, recommends newspaper advertising as the most effective and economical means of reaching the public.

As Mr. Anderson knows, it has been fully demonstrated that the newspaper stands by itself as a carrier of messages to the greatest possible number of people. It is the only medium that is sure to reach the citizens of a community and be read.

The smaller city dailies and country weeklies are the great medium for reaching the masses of the people who represent the majority of the reading and buying power of this nation.

WHAT MORE COULD THEY ASK?

LOADING up several ships with malcontents and radical extremists, the president of Chile sent them to an island in the Pacific with his good wishes and hopes that they might work out a civilization to their own liking.

Out there they can throw bombs, they can engage in any violence or do any of the stunts which they were carrying on in Chile.

If by object to established institutions in their own island bailiwick, it will be their right to bomb them. Whatever is wrong in the conduct of affairs, they can demolish with torch and blasting powder.

Being of like minds, they can apply their philosophy of violence, without challenge from those who believe in governments, laws and established authority. It is their island, and there will be no capitalistic hand to wrong them or oppose them or humiliate them.

If they believe in the torch and the infernal machine and violence, why should they not on their own island domain pursue liberty as they see it, and shoot up the town or blow up the banks or burn up all the temples of authority? If with them the bomb is preferable as an instrument of freedom to the ballot box, it will be theirs, if they so will, to bomb the ballot boxes.

If a written constitution is the concoction of capitalism, they can spurn it or blow it into fragments and perdition with injury to no emissary of the capitalistic class.

Out there in the Pacific, where the ocean surf sings the song of liberty on their own island, they can carry out their inalienable rights and every man be vouchsafed life, liberty and the pursuit of happiness, as he sees them. Portland, Oregon, Daily Journal.

Graham Bros. Truck Orders Hit High Peak

Sales in Three Days Reach Aggregate of \$1,500,000

Graham Brothers, the truck division of Dodge Brothers, Inc., reports the largest business in the company's history with orders during the first three days of this week totaling 1,154 units.

This amounts to more than \$1,500,000 worth of Graham Brothers trucks ordered in 72 hours.

With a bank of more than 2,100 orders on hand for the new line of trucks recently introduced, Graham

Brothers plants at Detroit, Evansville, Indiana; Stockton, California and Toronto, Ontario are working at full capacity and production is at a record level.

This huge business volume follows the breaking of all monthly records for the year in sales shipments to Dodge Brothers dealers of 1 1/2 and 2-ton trucks and motor coaches during August. A total of 1,617 units of these two capacities were shipped during this month alone, Graham Brothers leading all other manufacturers in the 1 1/2 and 2-ton field.

Guests Sunday of J. A. Paddock and daughter of Narbonne avenue were Mr. and Mrs. J. A. Shahan and son of Los Angeles and Mr. and Mrs. Ben Paddock of Inglewood.

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

Awe-inspiring and beautiful is the Rainbow Natural bridge located in southern Utah near to the Arizona line, and accessible only from the latter state. It is one of the greatest of all natural bridges and unique in that it is symmetrical both above and below the arch.

Of salmon-pink sandstone formation, this great natural arch is set in a canyon whose walls are of tan, brown and gray sandstone. The route thence from Los Angeles lies over the National Old Trails route through Victorville and Needles, Calif., Kingman, Williams and Flagstaff, Arizona.

Leaving Cameron, the route passes through Tula City. At this point motorists will enjoy seeing the remarkable painting of Homer Kooyama, a 28-year old Hopi Indian. The next points of interest are the famous Elephant's Feet a few miles beyond Red Lake.

An interesting side trip is the one to Inscription House Ruins. Twenty-five miles out of Red Lake there is a branch road, 8 miles in length leading to the ruins. They are located in Navajo Canyon and received their name from the almost illegible inscription, "Carlos Arnals 1661" which appears on one of the walls.

Due to the fact that this season has been a banner one for deer in the various game sections of California where the season has been opened, the traveling exhibit which has been arranged by the Division of Fish and Game of the Department of Natural Resources has attracted not only a lot of attention, but is impressing a great number of those who see it, with the message of game protection which it conveys.

The exhibit, first shown at the Sacramento Fair, was arranged by Walter Schuman, captain of patrol for the division and shows a doe, illegally killed by one of the wanton game-law violators. Nearby are her two orphaned fawns.

Placed as a "Forest Tragedy" and arranged amid a natural wealth of scenic beauty, the scene shows in impressive fashion the tragedy that must naturally occur when a doe is killed and the fawns are left to shift for themselves.

The killing of does is of course, illegal, and the message brought home in such an impressive fashion to thousands of visitors to the various fairs and other exhibitions where the exhibit will be shown, will have a lot to do with bringing this fact to the attention of careless hunters and better still, to younger members of the hunters' family.

The decision to make this a traveling exhibit came after numerous county fair organizations had sought a fish and game exhibit for this year.

This exhibit, being mobile, was selected as the most impressive part of the great fish and game display at Sacramento, to be transported to the various sections of the State, where its mute plea for wild life protection and conservation, can be made.

A uniformed attendant, thoroughly conversant with fish and game conditions, will be with the exhibit wherever it is shown, and will not only explain this scene and its significance, but will furnish literature, and convey to all visitors information regarding the work being done throughout the state to protect and preserve wild game.

Between the Imperial Valley of California and the Arizona state line, lies an ever shifting stretch of sand dunes, six miles in width and about thirty miles in length, which for many years was a nightmare to the many motorists using the southern route.

In 1916 the first successful road across this sandy waste was built of planks. It was eight feet wide and built in sections so that it could be moved with the ever changing dunes. However, it was sometimes buried under the shifting sand. As the road was narrow and one-way in type, and turnouts located only at intervals, machines frequently left the planks and ploughed into the deep sand bordering the highway. They were pulled back on the planks only with great difficulty and with outside assistance.

Increasing traffic demanded a better route over the section and in 1925 a contract was awarded for the paving of the road. The work was carried on by the contractor under many difficulties and much discomfort from the heat of the desert. August 11th, 1926 marked the completion of this spectacular paving project which removed the only weak link in the western section of U. S. Highway No. 80, leading from El Paso west to the Pacific Coast.

After a season of rain, this ordinarily bleak waste, presents a gorgeous spectacle, for the desert blooms color the hills with a dazzling varicolored carpet.

Many movie companies have been attracted to these sands because of their great likeness to the vast sand stretches in Africa, and the region has provided settings for many motion pictures.

The pavement is twenty feet wide, which affords ample passing room, and the road is in every sense a boulevard. Only the mute testimony of abandoned machines and discarded planking, half buried at the side of the highway, bear testimony of the first vain efforts of man to conquer that desert region.

The high Sierras carry promise of excellent deer hunting this year. Hunting is reported unusually good in the vicinity of Fish Camp and Wawona, probably due to the fact that these places are in such proximity to Yosemite National Park. Saddle and pack animals may be obtained at these locations at an average charge of \$2.50 per day.

Hunting is exceptionally good in Tuolumne county, in the vicinity of Tuolumne. Deer are becoming plentiful especially considering the number killed several years ago as a result of the hoof and mouth disease, and hunters are reporting great sport and much success this year.

The proposed new road along the coastline of the Pacific, from Carmel to San Simeon, will soon be a reality. Funds have already been appropriated for the preliminary surveys of the stretch, and actual construction work is soon to begin.

Skirting the western slope of the Santa Lucia mountains, this road will be one of the most scenic drives in California, and will form an important link in an actual Coast Highway from the Canadian border to the Mexican line.

For the first time in two and one-half years, the highway into Santa Barbara from the south is clear of all construction hindrances. The road is wide open now, the last remaining section of one way traffic just north of the Ventura bridge having been eliminated.

THE OWENS VALLEY DISPUTE

The Story of Owens Valley, Its Dealings With the City of Los Angeles and the Dynamiting Attacks Upon the City's Aqueduct

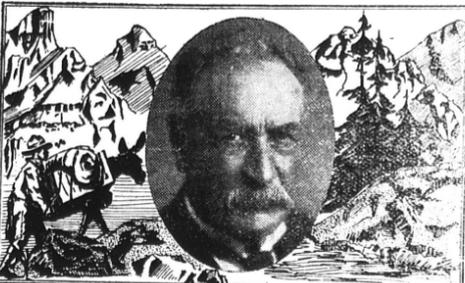
By DON J. KINSEY

Editor's Note.—This is the second or a series of short articles revealing the facts in connection with the Los Angeles-Owens Valley water controversy. These articles are published by the Los Angeles Bureau of Water, Power and Light.

Picture the Owens Valley of Inyo County in 1905.

A community of five thousand people residing in an isolated, mountain and desert bound valley, 4,000 feet above the level of the sea.

The Valley's gold and silver rush had subsided. Most of the mines had been worked out or abandoned. As an agricultural region, it was handicapped by its geographical



William Mulholland, Chief Engineer of the Los Angeles Municipal Water Bureau and Builder of the Owens River Aqueduct.

position. Its high elevation, with the consequent danger of late spring and early autumn frosts, as well as the irregular quality of its soil, combined sharply to limit its productive output.

Its commercial and farming development also was hindered because of the Valley's isolation from the remainder of the state. Prior to the building of the Los Angeles aqueduct, Owens Valley had no standard railroad contact with the outside world. Its nearest railroad connection with Southern California markets was Mojave, 180 miles south of the town of Bishop.

By 1905, Los Angeles had become the metropolis of the Pacific southwest in the midst of a semi-arid region and growing so rapidly as to be the object of nation-wide wonderment. The Los Angeles river and a few scattering wells constituted the city's only water supply sources.

After tramping for 30 days over the rugged peaks and blazing desert sands between Owens River and Los Angeles, Mulholland returned to the city and made his report. He stated that the water needed by the city was available in Owens River. To bring this water to Los Angeles would require the construction of an aqueduct 200 miles long. The project, he estimated, would cost \$25,000,000 and it would employ 10,000 people and, if the people were

proved the necessary land... Driven by the lack of... Owens Valley for water... drama of engineering... tel in modern times. (To be continued)

Advertisement for Atwater Kent Radio. Features a large image of a radio set and text: 'ATWATER KENT RADIO', 'TORRANCE Headquarters', 'Play safe!', 'ISN'T it better to choose the radio of proved performance than to take chances? With Atwater Kent Radio, you're safe. Who says so? More than a million owners—including many of the leading men and women of this town.' Price \$52.50.

Advertisement for Chevrolet automobiles. Features a large image of a Chevrolet car and text: 'CHEVROLET for Economical Transportation', 'Everywhere - people turn to admire its beauty!', 'Embodiment all the masterly design and craftsmanship of bodies by Fisher. —offering such marks of distinction as full-crown, one-piece fenders and bullet-type lamps—' Price \$745.

Advertisement for Zerolene oil. Features a diamond-shaped logo with text: 'MONEY CAN'T BUY A BETTER OIL than THE NEW ZEROLENE', 'THE NEW ZEROLENE', 'Reason why (1 OF MANY) SAFETY—Lubrication scientifically correct. No "break down," no hard carbon. The modern oil for modern motor cars.'

TORRANCE MOTOR CO. Salesroom at DAY & NIGHT GARAGE 1506 Cabrillo Ave., Torrance Phone 127 QUALITY AT LOW COST